bookings, if they are are made far too much in advance. Air India also monitors profiles to enable them to ensure genuine sale and to achieve optimum utilisation of seat capacity on a given flight.

Malpractices in Air India Reservation System

4448. SHRI RAJ BABBAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India allows direct powerful access in its reservation system to a few selected Travel Agents using SABRE/Galileo and Multi-access system and confirm seats on flights even onclosed status, if so, the details thereof;

(b) whether this has resulted in over bookings on the flights and passengers are offloaded and Air India bears the expenses resulting in losses to the Air India; and

(c) what is Government's reaction in this regard and what action is proposed to take to check malpractices in the Air India reservation/booking system?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) No, Sir. However, Air India's present level of participations in the Computerised Reservation Systems (CRSs) results in overbookings on some occasions. To overcome this problem, Air India proposes to upgrade its level of participation in CRSs.

Quantum of flying done by IA Pilots

4449. SHRI V.N. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the quantum of flying done by executive pilots of Indian Airlines compared to other airline pilots;

(b) whether the recommendation of Justice Bannerjee that super structure of India Airlines should be changed has been accepted and implemented; and

(c) if not, the reasons for the same?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The AIC 28 of 1992 issued by the Director General of Civil Aviation prescribes the Flying Duty Time Limitations (FDTL) of 125 hours per month. However the average flying per month in case of Executive Pilots is 63.00 hours and of Line Pilots (Commanders) is 60.30 hours.

(b) and (c) No recommendation regarding change in super structure of Indian Airlines has been made by the Court of Inquiry headed by Hon'ble Justice U.C. Banerjee of Calcutta High Court which investigated accident to Indian Airlines B-737 aircraft VT-EFL near Imphal on 16.8.91.

Extension of Keshod Airport (Gujarat)

4450. SHRI BRAHMAKUMAR BHATT: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that all necessary facilities like shed, etc. have been provided in the Keshod Airport in Gujarat;

(b) if so, the details thereof;

(c) if not, the reasons therefor;

(d) whether any proposal for extension of the Airport is under consideration of Government;

(e) if so, the details thereof; and

(f) whether all necessary facilities will be provided to the airport during its development?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) to (c) Yes, Sir. Keshod Airport is suitable for operation of 50 seater aircraft. The terminal building can handle 50 passengers at a time. Presently, Gujarat Airways operates through this airport.

(d) No, Sir.

(e) and (f) Do not arise.